NO REDUCTION OF FARES.

RUMORS THAT PARES ARE TO BE REDUCED POSI-TIVELY DENIED-FALSE REPORTS SUPPOSED TO BE DICTATED BY INTERESTED PERSONS-WORK OF THE MAYOR'S COMMISSION.

Rumors that the directors of the Manhattan Railway Company discussed the subject of a reduction of fares at a recent meeting are positively and circumstantially denied by officers of the company who were present, and who attribute these and other reports to interested motives on the part of those who have given them currency. The Mayor's Commission for establishing new rapid-transit roads are still at work, and opinions are divided as to the effect of the action of the Common Council in rejecting their report.

### RUMORS EXPLICITLY DENIED.

THE SUBJECT OF REDUCED PARES NOT DISCUSSED CYRUS W. FIELD NOT PRESENT AT THE MEET-

The rumor that at a meeting on Wednesday the directors of the Manhattan Railway Company had discussed the subject of a reduction of fares on the elevated railroads, and had agreed on a compromise extending the hours of 5 cent fares, yesterday was denied explicitly and with great emphasis by officers of that company. The meeting was said to have been very brief, and the question of reducing fares was not mooted. Cyrus W. Field, who was represented as an advocate of cheap fares, was not present at the meeting. Mr. Field on Wednesday went to Saratoga to confer with William H. Vanderbilt in regard to the extension of the Wabash Railroad to Detroit. The reduction in the price of round trip tackets to Coney Island was made by John H. Starin for the purpose of increasing the travel by his boats. The Manhartan Company, in announcing reduced prices, simply followed the instructions of Mr. Starin, who has a contract with the company for the sale of tickets on the line of the New-York Road.

José F. Navarro, a director of the Manhattan

Company, declared that there was not a word of truth in the published statements. "I am at a loss to know," he said, " what possible foundation could was not discussed even, and I venture to say will not be for a long time. The tales that have been published recently about the relations of Mr. Field and exerces their opinions in regard to the effect of the have been discovered for the story. The matter the Manhatian Company are equally functful. It is true that the Loan and Improvement Company holds its share of the Manhattan Company's stock. It cannot divide it without impairing the company's capital. But the Manhattan Company cannot operate the lines of road to the advantage of some of its stockholders and not to that of all. The supposition is simply abourd. I am convinced that the stories have been circulated by persons interested in the price of the Loan and Improvement Company's stock. I think I know who one of the persons is; he does not hold a large amount of the stock, but is eager to sell at a high figure."

N. Guilford, secretary of the Manhattan Company and vice-president of the New-York Company, said with great warmin: "The whole story is a tissue of lies from beginning to end. I was present at the meeting; I have been present at every meeting of the Manhattan Board. Neither at the meeting on Wednesday not at any previous meeting has the subject of reducing fares been under discussion. Not a word has been said at any meeting of the Board on that subject. Of course the directers of the company are custing about continually have no doubt that some of the officers may have wondered occasionally what effect on travel a reduction in fares or an extension of the 5-cent hours might have. That is all the consideration the subjest has received. We reduced the price of Coney Island tickets simply because Mr. Stario, who has been disappointed somewhat in the travel, told us to make a reduction of 10 cents. And that was inferred to be the beginning of the 'new policy.' The platements are all false."

THE TWO OLD COMPANIES SATISFIED. In the course of his address at the dinner given two months ago, in honor of the sucress of rapid transit, Cyrus W. Field carnestly declared: "Both companies have won the vic-tory." That any undue advantage was gained by either company in the subsequent lens-ing of both roads to the Machattan Company, and those above the Harlem liver. If, however, it was has been denied constantly since that time by a question of swallowing the whole or none of prominent officers of the New-York and the Metropolitan Companies. The division of the Stock of the Manuattan Company was made that it was stopped. Under all the circumstances the Aldermen and Lind was stopped. one the two communities. Their own careital stock was equalized, and it was estimated that on the completion of the projected lines the funded debts would be nearly slike. The published state-ment that Carus W. Field had lost his former influ-ence in the control of elevated railroads was said by efficers of both the New-York and the Metropolience is the control of elevated railroads was said by efficers of both the New-York and the Metropolitan Companies to be without foundation. The relations existing between the two companies in their mutual operation of the railroads were said to be entirely harmonious. Mr. Field was admirted to be the largest shareholder in the New-York Company. Many of the stockholders of both companies and of the New-York Loan and Improvement Company, which held the stock of the Metropolitan Road, have sold recently a part of the stock of their original investment. In defence of this action it is urged that the success of rapid transit had resulted in large profits which could be realized only by a sale of stock; that the stock-holders had run great risks and that the partial protection of their interests was prudent. It is understood that ex-Governor Tiden, who held formerly a large amount of the stock of the New-York Company, has sold nearly the whole of it. Great delight was expressed vesterday by an officer of that road at Mr. Tilden's windrawal from the company. "I only wish," he said mournfully, that he did not own a share. He has been always an incubus on the company. Persons are shy of investments in which he is interested."

Mr. Field, however, has sold none of his stock, but on the contrary has added to his original investment. He said recently that he knew of no foundation for the published rumors.

José F. Navarro, vice-president of the New-York Loan and Improvement Company, said that the report that the company had made a contract for building a fannel under the Hudson River was false. The company had no intention of engaging in the work. In regard to the report that Mr. Tilden had been buying the company's stock, Mr.

false. The company had no intention of engaging in the work. In regard to the report that Mr. Tilden had been buying the company's stock, Mr. Navarro said that on the records of the company Mr.

#### Tilden did not appear as a stockholder. THE NEW PROPOSED LINES.

COMMISSIONERS COMPLETING THEIR WORK-WHAT THE OFFICERS OF EXISTING COMPANIES THINK

-DIFFERENCE OF OPINION AMONG LAWYERS, The present position of the new rapid transit projects continues to be a subject of discussion in municipal circles and with the property-owners along the proposed routes. The Commissioners were in se-gion yesterday, revising the proofs of their forthcoming report in regard to kind of structures to be used, fares to be enarged, etc. Commissioner Faley said they would decide finally to-day on all these matters, as the limit of the ninety days would then be up. They might fur ther revise their previous action, but their report would not be ready for publication for some days. The Commissioners were practically agreed in placing the maximum of fares, at all hours, on the proposed roads, at 5 cents to the Grand Central Depot, 10 cents to the Harlem River, and 15 cents to Kingsbridge, except during commission hours, when it should be 5 cents to Hartem River, and 10 cents to Kingsbridge.

Municipal lawyers disagree as to the effect of the action of the Board of Aldermen on Tucsday, Judge Emott, in an equation furnished to the original Rapid Transit Commission, said: "In my opinion the Com missioners of Rapid Transit are not required to obtain the consent of the local authorities or of the adjacent property-owners before locating the route of a railway under chapter 606 of the laws of 1875." He further said that the section requiring first the consent of the local authorities and the property-owners must be read in connection with the constitutional requirements as applientle to the construction and operation of the road and not to the action of the Commissioners in locating its route. He added that the local authorities may refuse their consent without awaiting the formation of the company which is to operate the road.

Grosvenor P. Lowrey, in an opinion on the same sub ject, says: "A true grammatical construction of the net undoubtedly seems to require that the consent of the local authorities or property-owners should be obtained before the route of a railway shall be located by statutes, to disregard the strict obligations of grammatical construction when they would lead to practical absurdity, and when the context, the existing circumstances or other sufficient evidence, tend to show that the Board of Rapid Transit Commissioners. It is not at

the legislative intention is not truly rendered by the words in their limited grammatical sense. It is a matter of grave responsibility to determine in advance of adjudication by authorized tribunals that reasons exist which will justify a statutory construction contrary to or varying the customary meaning of words used in the statute. Under that responsibility I am of the opinion that the words 'provided that the consent, etc., be first obtained 'mean that the consent shall be first obtained before any actual occupation of streets for the placing

of a railway on any of their parts."

This opinion was given in regard to whether it was necessary to have the sanction of the local authorities within the sexty days. Mr. Lowrey, however, differed from the present Commissioners, who say it is not their province to ask the consent of the local authorities, but the business of the company hereafter to be formed. In concluding his opinion Mr. Lowrey added: "There are special reasons why the Board of Commissioners ought, as an official body, to deal with all other official podies, especially in this stage of the proceedings; and wh , having in view the complete consummation of the purpose of their appointment, they ought to seek and obtain, for the benefit of whom it may concern, the con-

George W. Van Lielen in giving an opinion on the sam subject, said that the statute must be construed in the light of the constitution, and reasoning from that he did not think it necessary to get the consent of the local authorities within the sixty days, though he advised the commission as soon as it had located the routes, "to employ counsel to obtain appointment of three commissioners in lieu of the consent of property owners, and also to obtain the convent of the local authorities."

Barton N. Harrison, who was secretary and counse to the first Rapid Transit Commission, said yesterday that it was evidently a matter for the courts to decide whether the local authorities could give their coasent to the routes located by the present commission, after the sixty days had expired, or after having once refused it. It was his opinion, however, without having carefully examined the subject, that they could give their con-sent hereafter without regard to past action. In Brocklyn a commission was appointed to locate rapid transit routes, which completed its work by turning ever pretty nearly all the important streets for that purpose. Very little attention was given to the subject, and the report was quantinously rejected by the Common Council as preposterous. Afterwards a company was formed, and the Beard of Aldermen found it to its interest to give its consent, and although the Mayer vetord the resolution enough votes were obtained to override the veto. New-York Aldermen may not be so bad as Brooklyn Aldermen, but the latter have set a precedent, though it may be an illegal one.

INDIFFURENCE OF MR. VANDERBILT, Cowing, treasurer of the New-York Road, said that that company and been destrous of making banking of its Forty-second-st. branch. modore Vanderbilt in regard to running our tracks stoyed by it. Thinks that it would have been a great public convenience not only for passengers, but also in the receivt and delivery of malls, I am not aware that any formal proposition was make by the New-York Company, but the subject was discussed fully. I have not takked with Whitan II. Vanderbilt about the matter, It is, hewever, the general opinion of those with whom I have takked within the most forty-sight nours, that Ir. Vanderbilt would not could be Fourin Avenue Line even if he had the right. His lighter hold under consideration for a long time the project of building a line from the Forty-second Street Dept to the City Had, He even sent to England for estimates after the route and been so veyed. He had by non-dozed the project, and he remarkes to me at one time, that he was willing to leave to others the so time to be the different and the project.

vales rangoads. The fare new coarged from the cy Hall to Haciem etc Mr. Vanderbilt's roads is 16 City Hait to the ten a sir, valuations roads in some in-cents. The elevated redirects carry passengers over the same distrates for 5 cents suring four hours of the day. This is the cheapest raintout riding in the world, and I do not think that it has been appreciated fully. By my the elevated raintouds were entitled to charge 15 cents to Harlett.

James E. Morrison, Mayor Cooper's private secretary expressed the omnion that, by the action of the Ardermen, the Board of Rapid Transit Commisjudgment," he said; "the Commissioners themselves, ow the river. The Commissioners were appointed uply to lay out rones in the annoval district, not to pose new lines below the fiver. In recommending a te along Fourth-ave, below Forty-a-condest, they inted the sport and intent of their appointment. Or sthere is not the slightest doubt. If the Mayor and consider that the action of the Alderman abroaded the appointment of the commissioners, he will not cet a new locard until another pention for the laying to frow fouries is received by aim. At this moment whose matter, in my opinion, is dead. But this is probably the onloot it; it has come up again income or form.

I was said by persons interested in the

not probably the end of it; it may come up again in some of let form.

It was said by persons interested in the present elevated ratirons that the routes and out by the complisioners in the annexed district were not unsatisfactory to them. It these routes had been arroved it is probable that they would have taken stock in the new company authorized to build the rostis. The new roads would simply be an extension of the present time, and therefore the stockholders of the present companies would have fell it necessary to take part in the new arganization. Such a course would have been dictated by the primest necessatios of the c.sec. The present companies, in their corperate cancely, would not have asbectbed to the slock of the new road, but their slockholders undoubtenly would nove done so.

short of the new road, but their shortanders throughly would have done so.

John H. Strahan and other lawyers whose opinions were asked on the snoject, said that the action of the Board on Tuesday would not necessarily govern its action of the same subject berenfter. It might be taken up and the report he approved at any future time without regard to past action.

## THE UNIVERSITY CONVOCATION.

COMMITTEES APPOINTED-THUPLOW WEED MADE A DOCTOR OF LAWS.

ALBANY, July 10 .- At the University Convocation to-day Professor Barius R. Ford, of the Elmira Female College, rend a paper on " Reserve in Teaching Theories," and it was discussed by Professor Martin and Dr. Mears. Professor George C. Caldwell, Ph. D., of Cornell University, read a paper on "Calorophyle, and the Production of Organic Matter in the Plant." Proessor North presented a resolution that Professor Mears, President Anderson, Vice-President Eussell and Regent nith are severally requested to furnish each a copy of his memorial address, with such additional matter as may seem appropriate, and that these addresses form a part of the published proceedings of this convocation. Adopted. The report of the Committee on Higher Academic Examinations was tendered to the Regents for dr consideration. A paper on " The Aspects of Sel College, after the opening of the session, and all papers College, after the opening of the session, and all papers in readisess, but not actually read, were declared a part of the proceedings of the convention. The Chancellor appointed the following committee, called for by Professor Eogers's rescuition of yesternay: Professor Rogers, Dr. North, and Principals Rogers, Flack, Sanford and Snook. Also the following standing committees: Exceptive-Warden Robert B. Fairbarn, D. D., Principals A. B. Buckham, W. E. Adams, H. H. Hutton, M. E. McCleary and S. Williams, Necrology—Continued from last year. Unification—Professor Mears, Professor Wisson, Dr. Steele, Principals Bradley, Sheidon, Clark and Bacon. acon. The Chancellor delivered the closing address and de-The Chancellor delivered the closing address and de-clared the convention adjourned without day. After the adjournment the Regens of the University convened and conferred honorary degrees as follows: On the re-ommendation of the State Homosopainic Medical So-ciety, as authorized by law—Dector of Medicine; Ed-ward P. Fowler, M. D., of New-York; Cornelius Ormes, M. D., Jamesiown; Charles Sumner, M. D., Rochester, Doctor of Philosophy; Stephen G. Livlor, Brooklyn, and (conferred in person) John Edwin Bradley, A. M., of Athany, Doctor of Laws: Thurlow Weed, of New-York.

# BISHOP ODENHEIMER FAILING.

BURLINGTON, N. J., July 6 .- Bishop Odenbeimer, of the diocese of New-Jersey, who has been seriously ill for some time, is reported by his physicians to be growing weaker every day.

A few years ago a coon hunting Kentucky A few years ago a coon inditing Acatulary major had a fine piece of land which he desired to sell. He told a friend about it, who remonstrated with him, and said: "Why, Major, you ought not to think about selling that property now; it will be very valuable some day." "Valuable the devil," replied the Major, "Pve not caught a coon off that land for ten years."

ESTABLISHING COLONIES OF FARMERS-THE SCHEME APPROVED-ADJOURNMENT OF THE

COUNCIL. The Council of American Hebrew Congregations djourned yesterday, after adopting resolutions looking to the establishment of agricultural colonies and appointing a committee who are to have full control of the matter. The debate on the subject was of much interest. There was a banquet in the evening at Delmonico's. The seventh Conneil will meet at Chicage on the second Monday of May,

PROCEEDINGS OF THE COUNCIL.

The third and last day's session of the Council of American Hebrew Congretations was opened yesterday with prayer by the Rev. Dr. Hirsch, of Philadelphia. After the reading of the minutes of Wednesday's proceedings, Abraham Stein, of New-York, made a humorous speech in commemoration of the birth of the Hebrew Union. "The child was born a year ago," he said. "This is its second Summer, a daugerous period, but, in spite of all internal troubles. It is likely to escape harm. And one of the most remarkable features is that the doctors all agree." The first in the order of business for the day being

the consideration of the report of the Committee on Agriculture, that subject was taken up. On motion, it was agreed that the debate should continue an hour, and that each speaker should be entitled to five minutes.

The Rev. Dr. Wiae, of New-York, was the first of the delegates to address the council. He said that he had received a communication from 120 Hebrews who had stenified their willingness to enter upon agricultural pursuits. The signers of the petition were mainly husbandmen. These did not ask charity, but demanded work. He pledged the support of the ministers, and also promised a contribution of \$100 from his own congregation to the general agricultural fund. The Rev. Dr. Moses, of Alabama, opposed the scheme. He thought it not advisable that the Jews should be attracted to asricultural pursuits. While farmer furnish food for the people the Jews should live in cities where intelligence of the highest order is made produc-tive, and where they are enabled to exercise an influence In France to day there are only 50,000 Israelites, and in England only 80,000. Scatter these throughout agricultural regions, said he, and the world will be deprived of the Gambettas, the Beaconsfields and other states\*

men, erators and scientists that do honor to the race.

Jaseph Abrahams, of Cincinnati, raplied to Dr. Moses. He said that England is only a little Island where there is no reem to cultivate land. Here we have a country where there is plenty of ground, and also 'ample opporunity for those who desire to engage in commercial pur, fect of the scheme is to provide for the oppressed and homeless class of Hebrews. By carrying out the plan the council will save men from idleness and vice, and at the same time contribute to the good of the cause.

Ex-Coroner Herrman accused Dr. Moses of opposine a movement which is the very heat that has been brought forward in this century for the benefit of the Jewish find a Reverend Moses to oppose the M ses of old. I surbody else had said it, I would not hav

CO-OPERATION OF JEWS AND GENTILES, The Roy, Dr. Couthell, of New-York, advised the adep-tion of the scheme. He thought that the point made by Dr. Moses, of Alabama, might readily be set aside, "I do not tlank," said he, "that it is the purpose of the will be excluded. Those that it will be so presperous a community that Gentlies will be drawn to it and will be colaborers with our Jewish brethren. We want to have desirable portion of our poor, those who are willing to work. Another aspect of the case is that we complain

observed. By this means the babit of sanctifeing the boly day would be increased and Jadasan would be strengthened."

Simon Wolff, of Washington, advocated the measure in a foreigh eaderss. "Nothing will be accomplished, however," he said, "anti there shall arise out of leried a leader who is willing to make the personal sacrine of going forward with the camer and calling on others to follow. In the few short years which remain to me. Mr. President, though I am surrounded by all that clearing and beautifies life with a family that is dear to me. I am ready and willing to lead a colony linto a new Jerusalem and to build up a community. Applicated, These are not mere aphorisms of language that I strer, nor is it the outburst of the noment. I am willing to device the remainder of my life to the resent from the slough of despond and despair and degradation these of my race who are ready to follow, and bring them back into a navon of real Brothers of the Convention, give it your earnest thought, I has practicalmensary, and can be carried out successfully. [Appliance, Attains point the Rev. Dr. Gotthell interrupted the precedings by achies permission to inve at the Rabbis present retire into the first mission for a few moments, when Mr. Abrohams, of Cincinnat, quickly moved that permission be given to all of the Rabbis to retire as long as tooy pleased. The remark was received with nurous in single real the expense of the Rabbicol delecties in the Convention.

Adolph L. Sanger, of this city, to offering some amendments, approved the schome, and descarged the colonization of Jews to the exchange of other sens. Quoting from the letter of Mr. seymour, in which that gentleman said that the "Government is not opposed to seeds, for it produces all creeks," Te said that a profest which encouraged the footening of a community

highest virtues, imposed which were the proposed which, in their growth, disseminated prejudices through the land, and which were responsible for "Huttonism" in the present day. By mingling with others the Jows grewing with the becapie, and thus came to appreciate the privileges of American citization. He closed his remarks by urging the adoption of the scheme, and expressing his acpet that early steps would be taken to put it in practical operation.

THE NEW PALESTINE.

Ex-Coroner Ellinger said that this country was the
New Palestine of the world for all who desired literiy. and in this Palestine he desired to see a home create for Israe ites. There were many who expressed a wisi to work, and he wanted to give them an opportunity to do so. He opposed the proposition of raising money b subscription from women, saying that the Conneil die

not appeal to charity but to common sense. Mr. Abrahams, of Washington, in favoring the move ment stated that a gentleman who did not desire his name to be used, had offered a conation of 1,000 a res of land in Georgia, to be used as an orphan asymm of for such other purpose as the Executive Board might

designate.

The Rev. Dr. Mendes, of New-Yerk, Mr. Lavin, of Buf-laio, and Mr. Loth, of Cincinnali, favored the project by strong addresses, the latter stating that a gentleman had through him offered 500 acres of land in Minnessia to the cause.

Josian Cohen, of Pittsburg, opposed it on constitu-tional grounds. Mr. Morsier, chairman of the commi-tee, closed the debate, when a vote on the adoption of the report was taken.

RECOMMENDATIONS OF THE COUNCIL. The following are the recommendations of the com-

mittee:

First.—That a tract of land shall be purchased for the accommodation of at least afty families, and for the establishment of a model farming school.

Second.—That the managers of charitable institutions be ureed to introduce elementary instruction on farming account the energy for the control of the scheme successfully be raised by private subscription.

Fourth.—Ithat a special committee of five be selected who shall have full control of the matter.

Adolph L. Sanger affered the following amendments, which were adonted, with the above recommendation.

which were adopted, with the above recommendations

Resolved, That the first recommondation be and by adding thereto the following: "And that the Executive Committee be empowered to purchase such additional tracts of land as they may from time to time deem expedient, and as the funds on hand for that purpose shall allow."

Resolved, That the Executive Committee he authorized to confer with such other organizations having kin- | all were saved.

AGRICULTURE FOR HEBREWS.

ACTION OF THE COUNCIL.

INTERESTING DEBATE ON THE ADVISABILITY OF ESTABLISHING COLONIES OF FARMERS—THE

ESTABLISHING COLONIES OF FARMERS—THE

Colonies of Cincinnett and Joseph Simon, of New-Or-Freiburg, of Commanti, and Joseph Simon, of New-Orleans. After a vote of thanks to the president, W. B leans. After a vote of thanks to the presument, N.-D. Hackenburg, the scoretary and assistant secretary. Lippmon Levy and August Binswonger, the public press for their faithful reports of the proceedings and the Israelites of this city for their hospitality, the Rev. Dr. Mendes, of New-York, closed the proceedings with prayer. Dr. Mendes, being of the orthodox school, stood with his head covered while he made the supplication and pronounced the benediction.

THE CLOSING BANQUET. A SOCIAL GATHERING AT DELMONICO'S-SPEECH BY THE REV. DR. CROSBY.

A banquet was given at Delmonico's last evening by the Hebrews of this city to the representatives of the Council, which closed its session yes terday. The menu was prepared by David Cunter, a Hebrew caterer, and no lard was used in the preparation of the vlands. Louis May presided. On his right sat the Rev. Dr. Heward Crosby, and on his left the president of the late Council, William B. Hackenburg, of Philadelphia. Next to Dr. Crosby sat Jesse Seligman, and following him in regular order, at the same table, were the Rev. Dr. Litenthal, of Cincinnati, the Rev. H. S. Jacobs, of this city, the Rev. Abraham Isanes, and the Rev. Dr. Landsberg, of Rochester. The first teast of the evening was "Our Country," which was responded to by Simon Wolf, of Washwhich was responded to by Simon Wolf, of Washnagron. "The Emptre City" was responded to
by Dr. Mark Blumenthal; and "The Seats of Learning" by the Rev. Dr. Crosby. The abnouncement of
this gentleman's name by the president was greeted
with great applause, the guests waving their nipkins
above their heads and elisering loudly. He briefly reviewed the history of the Jewish people, their persecutions, and their preaent strength in our own country.
He spake with much solemnity and earnesshess,
and his liberal expressions exerted great enthusiasm.
When, at the close of his address, he bowed in acknowledgment of the honor which the Hebrews had
extended to him by their invitation, the entire party
arross and drank is his health.

knowledgment of the restriction, the entire party arose and drank to his health.

Mr. Bettman, of Cinchinatal, responded to the toast,

"The College of Cinchinatal," and the Rev. Dr. Liliential to the "Preparatory School of New-York." The consists of the latter were expressed in simple, homely language. They referred to his enrirer experiences in this consist, and were alternately humorous and pathetic, and were notable for extreme therainly and good will towerd every seet. Mr. Hackenburg repiled on behalf of the "Union of American Hebraw Congregations." Mayer Sullb trger responded cloquen'is to "Religious Liberty. The Rev. Dr. Wiee, of New-York, spoke for "Our Guests," after which the Rev. Dr. Lamisburg was called upon to respond to "Gur Religious Guides," Judge Meddam replied to the toast "The Benen," and Adolph L. Sanger, of this city, responded to "The Bar," after which the assembly parted with many expressions of good will. good will.

# OBITUARY.

JAMES C. LUCE.

It was reported yesterday that Captain James C. Luce, who commanded the steamer Arctic when ste was lost twenty-five years ago, died at his home in New-Rochelle on Wednesday night. He was a man much esteemed by those who knew him. The details of the disaster are recalled by his death. The details of the disaster are recalled by his death. When the news that the steamer had gone down reached this city, October 10, 1854, the utmost excitement prevailed, which continued for weeks. Auxious

seiged the newspaper offices daily for any fidings that Line of steamships, plying between this city and Laverpool. On September 20, 1854, she sailed from Laverpool with 233 passengers, and a crow numbering 150. Wash off the banks of Newfoundland on September 27, the vessel became enveloped in a dense fog. Shortly after noon on the same day all on board were alarmed by a fearful crash, and a moment afterward a stoamer passed under the starboard bow of the Arctle. It was the Vesta, a scrow steamer from St. Pierre, of Greentop the leaks in the Aretle, but it was soon discovered that she was rapidly sinking. Captain Luce ordered the small boats to be prepared, and was surprised in a and a few others in spite of all opposition. Many passengers were precipitated into the sea while crying to get into the beats. When all the small boats and left the sinking vessel Captain Luce began to lash

lenser. Or the struggles which followed the next instant a graphic account was given by Capitain Luce to E. K. Collins, the owner of the vessel. Luce to E. K. Collins, the owner of the vessel.

"The ship went down," he said, "carrying every soul on board with her. I found myself on the surface after buref strucking, with my own nelwess cuild in my arms, when again I leit my self impelled downward to a great depth. Before I reached the surface a second time I nearly perished, and lost my hold on my calld. As I again saragiled to the surface of the water a most awful and nearrending scene presented itself to my view. Over 200 men, women and colldren were struggling together and every kind of wreek, calling on each other for help and impleming God to assist them."

Captain Luce was in the set of saving his child, which flowed hear him on the water, when a portion of the Basical hear hands of the captain and fail on the cadda's head. The Captain then crawled on the paddle-box in commany with cleven others, hoping soot to be relieved from the dangerous altuation. Death was the enty relief that some of the estuation. Dean was experienced. In the morning there were only seven left on the box, and four more died during the day, heaving only Capinin Lace, Mr. Allen and another young hear. Just before day fight on September 29 a vessel was seen not from half by but their critis were not nearly. At daylight a bark passed in the same

The little party of three, now almost lifeless with ex-imastion, soon speed another ship. They watched her osely, and at noon were rewarded by seeing a man-sult don board from a raft watch floated acar too hip. It was a Froncaman who was a passeneer at he Vesta. The ship was the Cambria, commanded y Captain Russe. The disaster was reported, and too lambria went to the wrick and picked up the few sur-vors, among them Captain Luce and his two com-

pennons.

Over 366 of these on board the Arctic have never been h and four since. Among the passengers were Miss haver at K. Collus, Mas M. A. Collins and Coll Collins, the wire, another and sen of the owner of the Arctic. It is related of Captain Luce that he always felt most keeping he loss of the family of his employer, and often referred 19 it at late years. W. B. Brown and family, who were relatives to the sching member of Brown, chingley & Co. Liverpool, and the Duke de Grammont, or the Frence Kabassey, were among also the loss.

Captain Luce afterward came to this city. At that time he was described as a small, spare, but v goreas beauty, with an intensely exewern Luce, a quick, keen eye, a small and firm roouth, and a raidy complexion. A most hospitable reception was accorded him by prominent residents of this city, who spoke of him as the man was stood dring upon the face of his sarp until the overwhelming waves swept face; from beneath his feet. Captain Luce, when asked them the crow, repaid that it weapons had been at mad, and his officers had been facer to aid im, he would have tried the effect of bullets apar the distards. He niso visued many of the principal relies in the East, and always met what he same warm welcome. Over 300 of these on board the Arctic have never been

## J. STERLING SMITH.

J. Sterling Smith, a lawyer well and favorabiy known at the New-York bar, died of consumption, Morrisville, in this State, on July 4. Mr. Smith was oorn at Morrisville in 1832, and was originally educated as a civil engineer, but after a short experience in hat easiing he began the study of law with the late that cailing he began the study of law with the late Judge Mason, at Hamaton. He began his practice at plantition, and subsequently was appointed Assistant United States Destroit A torney for the Northern District of New-York. He had already gained a reportation as a lawler of promise, when in the Spring of 1867 he came to New-York and associated himself with the firm of Hyown, fail: & Vanderboet, He confirmed with that firm and his successor, Vanderpoet, Green & Commag, and compelled by fathing he ath to abgode histonics. Mr. Smith practiced here mainly in the United States Courts, where he won a high position.

## JOHN B. MCCREARY.

PRILADELPHIA, July 10 .- John E. McCreary, well-known citizen, died this morning, at his residence this city, in the aixtisth year of his age. Mr. Mc reary was largely interested in coal operations in the Loingu Valiny, but has for some time cast withdrawa rom active business persuits, by reason of failing

COLONEL JOHN A. SMULL. PHILADELPHIA, July 10 .- Colonel John A.

muil, who has been for many years identified with the case of Representatives, and the publisher of Smuil's egislative Handbook, died suddenly this morning.

## R. B. STILLE.

NEW-ORLEANS, July 10 .- R. B. Stille, of Sabine Parisis, a member of the Constitutional Convenion, from the XIXth Senatorial District, died yester-lay, of dysentery.

MONSIGNOR MANNING. LONDON, July 11. - Monsignor Manning, uphew of Cardinal Manning, and one of the Papal WILLIAM STACKPOOLE, M. P.

London, July 11 .- Mr. William Stacpoole, Member of Parliament for Ennis, is dead.

### TWO YACHTS CAPSIZED. The yacht Marble, with a crew of nine men,

and the O'Brien, carrying eleven men, were caught in he violent squall that preceded last night's rain storm, off Pier 53, East Biver. Both were capsized and all on board were thrown into the river. Their cries brought the members of the Ferry Association to their relief and THE COURTS.

"SHANG" DRAPER SURRENDERED. Thomas alias "Shang" Draper was neatly dressed in a Scotch tweed suit and wore a handsome necktie and rich jewelry when he was taken from the Raymond Street Jail to the Court of Sessions in Bu lyn yesterday. He has been under indictment for burglary in the third degree in robbing Ibert & Son's store, in Graham-ave., on August 11, 1878, his associates being William Porter and John Irving, who recently walked out of the Raymond Street Jali through a hole in the wall, and John Wilbur, who is still awaiting trial. After Draper's arrest here measures were taken by the Massachusetts authorities to get possession of him on a charge of complicity in the Northampton Bank robbery.

In the Court of Sessions were present Detective Robert Pinkerton and Detective O'Connor, of District-Attorney Phelps's office. Winchester Britton appeared for the Phelps's office. Winchester Britton appeared for the State of Massachusetts. District-Attor of Catilin addressed Judge Moore, and said that he desired to enter a noile presend to the indictment against Draper, as prior to this indictment the accused man had been indicted in Massachusetts. In order that he mixth be correct to ats action in this case, he had written to Attorney-General schoommaker asking his advice. In reply, the Attorney-General advised that a noile prosequi be othered. General Catin accordingly moved that this be done, and that the prisoner be surrendered to the Massachusetts authorities. Judge Moore granted the motion. Draper, accommance by Mr. Pinkerton, then went to the Sheriff's office, where the necessary papers were made out. Afterward Draper was handenfied to the decetive, and the two took a carriage for this city, whence they started for Boston.

A NOVEL SUIT IN BROOKLYN.

A novel suit was recently begun in the Brooklyn City Court by Mrs. Caroline Breiman, of De Kalb-ave., who seeks to recover \$20,000 damages from Mrs. Catharine Pansch, a widow, for estranging the affections of the plaintiff's husband. An order of arrest against the defendant was obtained, and she was held in bail. Her counsel recently applied to Chief-

Justice Neilson to vacate the order of arrest. The application was denied yesterday.

After quoting some precedents the Judge says that even without these he would have little hesitation in holding that the plaintiff is entitled to the relief sought. Thus is a special action for a wrong, and for every wrong wiffully or even negligently inflicted, and causing loss and decome there is a remain.

The trial of Chastine Cox for the murder of Mrs. Hull will begin on Monday. Yesterday, on the application of William F. Howe, his counsel, Judge Cowing ordered an extra panel of 200 jurors. The writ of certiorari sued out to obtain for Cox's counsel the exidence in the case before Coroner Woltman, was dis-missed yesterday by Judge Potter, in th Subreme Court, Chambers. This decision was made because the evi-dence had been filed in the District Attorney's office.

William Smith, age twenty-two, of Brooklyn, was arraigned before Justice Wandell yester, day at the Tomos, on a charge of baving attempted to steal a cheap watch from Guseppi Manili, of No. 78 Oliver-st. While awaiting arrangiment at the Tombs he suddenly jumped over the bar and made an effort to recape through the window, when he was seized by Officer Vermilyea. He was committed in default of Daniel Watson, alias "Dutch Dan," formerly

one of the most skilful bank robbers in the United States, but who has now fallen so low as to engage in Detective Price, of the Twenty-ninth Precinct, at Sixin-ave, and Twentieth-st., while idling about the corner. "Dutch Dan," who has the appearance of an uld-technoned retired merchant.

At the Tombs Police Court yesterday, before Justice Wandell, George Seltzer, age twenty

### DECISIONS-JULY 10.

DECISIONS—JULY 10.

Supreme Court—Chembers—By Judge Potter.—
Rice act. Tiden.—Other granted, Colon and others act.
Emmons and others.—Explanation required. Cathin act. Adriomack Company.—I wish to see the companisation tides
action. Ask alian act. Torrens—Allowance of \$2.00.

By Judge Dononine—In the matter of Downey; In the mattel of King; In the matter of Manne.—Granted.

Size-fet Term—By Judge Dononine, Scinott act. School.
Row act. Rose; Lee et al. agt. Rogar et al.—Decrees granted.

Common Ticas—Special Term—By Judge Larremore.
In the matter of Melonaid.—Prayer of petwer granted and
decree entered releasing assumes and conceiling the bond of
mattered and releasing Simon Mach and Issae L. Mach the
sureries in said not decree entered for distribution to school.

SCPERSE COURT-CHAMBERS-Potter, J.-Court opens at 16:30 a. Da. Calendar criters at 11 a. m. Nos. 32, 48, 62, 69, 97, 17, 27, 17, 76, 76, 98, 100, 101, 103, 107, 119, 135, 154, 35, 157, 158, 163, 190, 194, 195, 197, 198, 199, 200, 204, 203, 10, 215, 212, 213. M.-Bonohue, J.-Court opens at 10:30 a. m.-

SPECIAL THUS-Bonohue, J.—Court opens at 10:30 a. m.—Nos. 844, 846, 8-7.

SPERMON COURT-SPECIAL TERM-Freedman, J.—Court opens at 12 m.—No day calcundar.

COMBON PLEAS—SPECIAL TERM-LATERMORE, J.—Court opens at 10:30 a. m.—No day calcundar.

GENERAL SESSIONS—PART I.—Cowing J.—The Paople agr.

GENERAL SESSIONS—PART I.—Cowing J.—The Paople agr.

Junes Mallon, intercry from the person; Combine Court, in the port of the Molney, John Abinger, felonical assault and battery; Henry Davis, James Sies, George Scott, burgiary; George Harsh, William H. Komody, grand larceny; John Dugan, Frank Smith, Charles Dol, John Schappt, putil larceny; Annie Sturges, Cacharine Bosselman, disorderly house,

## ERIE RAILWAY MANAGEMENT.

WORK OF THE ASSEMBLY COMMITTEE. MR. JEWETT'S SALARY AS PRESIDENT AND RE CRIVER OF THE ERIE BAILWAY-THE REPORTS OF THE COMPANY-AN ATTACK UPON A WITNESS.

The Assembly Railroad Committee continued its work yesterday. The entire session was occupied in the examination of George T. Baleb, who prepared the unual reports of the Eric Railway from 1874 to 1878 Mr. Balch on Wednesday had testified that the reports din not contain mention of over two millions of debt that ought to have been included under the head of "floating debt." The counsel of the company, ex-Judge Satpman, therefore subjected Mr. Balch to a severe cross-examination. It was shown that Mr. Jewett's annual reports to the stockholders contained statements of the debt declared to be suppressed. Mr. Batch testified that when the Erle Railway was

old the Court copy of the taventory of the property of the company was taken to the place of sale and repre setted as the full inventory. How much of the property was rightly in the inventory was a question which a referee was now deciding. Mr. Jewett had still some property in his hands as receiver of the Eric Railway; the Grand Opera House, for instance, and securities worth \$259,800. Mr. Jewett received a salary as president of the Erio Railway of \$25,000 and a bonus of \$150,000 for ten years' service, to be puld in notes. The sum of \$50,900 of this bonus was paid in advance to him and the sum of \$25,000 after the road went into his hands as receiver. He was appointed president in 1874 and receiver in 1875. As receiver, Mr. Jewett received a salary of \$40,000 a year. Ex-Judge Shipman-All these matters have been made

public before. They are brought up now to injure Mr. J. weit. They are like that scheme a year ago to convict him of perjury on statements furnished to him by the witness. All were part of a plot of a desperate adventurer in London to compel the company to compremise a suit it had brought against bim for \$2,000,000.

Day before yesterday the Master of the Rolls decided in
London that this man should pay us the \$2,000,000.

Mr. Batch was then cross-questioned by ex-Judge Shipman. The witness said that he was fifty years of age. Before he entered the service of the Eric Rallway he was in the regular Army and was a manufacturer at Blon and Troy. At the request of ex-Judge Shipman the witness then identified several letters that he wrote to Mr. Jewett while in the employ of the Erie Railway After the identification the witness said that if his pri vate character or business relations with the Ecie Rail way were to be attacked he desired to have the assist ance of counsel. Ex-Judge Shipman thereupon caused to be read Mr. Jewett's letter to Mr. Baich when the latter was discharged from the service of the company in May, 1878. Mr. Jewett in his letter accused Mr. Balch of having persistently for years decried his administration of the road, and of having at one time assisted persons who were endeavoring to break down that administration, Mr. Jewett also said that he was disappointed when Mr. Balch did not assume responsibility for the yearly financial statements of the company when Mr. Jowett was charged with perjury. Mr. Balch read his letter in reply to Mr. Jewett. It was very long and mainly was a statement of his disagreement with Mr.

Jewett regarding the proper accounts to be put under the head of " floating debt " in the annual report to the State Engineer. Mr. Baich denied in his letter that he had secretly attacked Mr. Jewett's administration. In answer to questions by ex-Judge Shipman, the wilness then said that he did not voluntarily go before the Grand Jury to testify respecting the charge that Mr. Jewett had committed perjury in the annual reports. The witness said he did not remember having written to Mr Reamond, an employé of the Erie Railway in Liverpool, that Mr. Jewett was an incompetent receiver, nor did be remember writing to the same effect to P. J Lynch, another employé in New-York; nor did be recol, lect writing to Mr. Redmond that the reason why Mr. Jewett was not indicted for perjury was that ex-Gover nor Morgan was chairman of the Republican State Com. mittee, "that District-Attorney Phelps was his heach; man, and that the press of the city had been bought up. He did not have a talk with J. S. Moore in which he de nounced Mr. Jewett and afterward ask Mr. Jewett's pardon for his utterances. William Pitt Shearman, at present a Commissioner of Accounts of New-York, was present during that conversation with Mr. Jewett re-garding the conversation with Moore. Ex-Judge Shipman—Yes, a discharged employé of the

present during that conversation with Moore.

Ex\_Judice Shipman—Yes, a discharged employ6 of the Eric Railway.

Mr. Sherme—No, sir. Mr. Shearman honorably resigned, I shall call Mr. Shearman.

Ex\_Judice Shipman—Well, if you do you had better put a lightning rod on his head instead of a feit hat. [Laughter.]

Mr. Baich, continuing his testimony, said that it was possible to make a complete report to the State Engineer regarding the financial history of a railroad for a year, as the report was made for the rear ending september 30, and not made till mooths after that date. He thought that the reports of the Eric Railway regarding the floating dett were misleading. They were obscure, man the public could not understand them. Persons would be deceived by them. The form was a bad one; that was not the fault of the railroads, but of the State that prescribed the form. The corporations could, however, make their affairs clear if they desired in their report to the State Engineer.

Mr. Sterne—Did you ever have a talk with General Sickles about the suits against Mr. Jewett brought by mm for James McHenry?

Mr. Baich—I never had. I was not a party in the suits nor in the perjury complaints. I did not consider myself an employé of Mr. Jewett. I considered that I had full liberty to criticise him. I got my morey from the corporation, and not from Mr. Jewett. I telt myself at full iliberty to write to friends about Mr. Jewett's course. Mr. Jewett bounds in the Mr. Moore should be confronted with me. Subsequently I made a writer statement about the sale of the place—that he deliberately pushed forward the sale of the road to the second mortgage bondholders.

Ex-Judge Shipman—Did you communicate his unfitness in depreciating the value of the property of the company. From maxing the history residention. It was not accepted. The witness said he had no personal interest in deprecianting the value of the property of the company. From maxing the history resident of the second mortgage bondholders.

Ex-Judge Shipman—Did you communi

was wanted. We discovered many disagreeable tolors. We discovered 1,600 squatters on some of our property. We make them pay a real now. I think if my appraisal had been more superficial it would have been more substactory to the directors of the company.

Mr. Shorm—Who was Mr. Shearman if Mr. Shorm—Who was Mr. Shearman was treasurer of the Eric Railway and casalter of the road when it was in the hands of a receiver. He had charge of millions of its property. He came to the Eric Railway in 1872. For yearty years previously he was in the Treasury Department at Washington.

The committee here adjourned. Tamestany the

ment at Washington.
The committee here adjourned. To-morrow afternoon they will inspect the terminal inclinies of this port.

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ANADA, Frangred. Westnesday, July 26, 5 4. m.
AARADOR, Saugiter. Westnesday, July 30, 3 p. m.
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